

EXTRACT FROM MINUTES OF ORDINARY MEETING – 29 JUNE 2022 – STAFF REPORTS

15.5. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 6 JUNE 2022

Report Author	Jacob Harty, Traffic Engineer
Date of Meeting	29 June 2022
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

SUMMARY OF REPORT

This report presents the Minutes of the Local Traffic Committee held on 6 June 2022, for adoption.

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 6 June 2022 be noted and that the recommendations are adopted.

FINANCIAL / RESOURCE IMPLICATIONS

Items 5-8 will result in costs associated with the installation of signage and pavement marking totalling \$3,800. This work will be funded from the current operational budget.

LEGAL IMPLICATIONS

Nil.

RISK IMPLICATIONS

Nil.

DISCUSSION

The Local Traffic Committee meeting was held on Thursday 6 June 2022 at Council's administration building, Yalawanyi Ganya. The minutes of the meeting are included in Attachment 1 with the recommendations for each item.

It should be noted that in order for traffic control devices to be approved and installed, Council must seek the opinion of members of the Local Traffic Committee. The Committee make a recommendation to install a device and the recommendation must then be accepted or rejected by Council.

By noting the minutes and endorsing the recommendations made at the meeting, Council is accepting the advice and installing traffic control devices.

CONSULTATION

Attendees at the Local Traffic Committee meeting are listed in the minutes. Consultation was undertaken in the development of the recommendations in the minutes with Police, RMS and Council staff.

COMMUNITY IMPACTS

Community impact (negative and positive) is considered by the Local Traffic Committee in its deliberations for each item. A whole of community impact is considered when formulating the recommendations within the regulations, standards and guidelines that administer the roads, traffic management and road safety.

ATTACHMENTS - UNDER 50 PAGES

Attachment 1 will immediately follow this Report

15.5. MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 6 JUNE 2022

Report Author	Jacob Harty, Traffic Engineer
Date of Meeting	29 June 2022
Authorising Director	Robert Scott, Director Infrastructure & Engineering Services

RECOMMENDATION

It is recommended that the Minutes of the Local Traffic Committee meeting held on 6 June 2022 be noted and that the recommendations are adopted.

239/2022 RESOLUTION

(Moved Cr A Tickle /Seconded Cr T Fowler)

That the Minutes of the Local Traffic Committee meeting held on 6 June 2022 be noted and that the recommendations are adopted.

FOR VOTE - Cr A Tickle, Cr J Miller, Cr C Pontin, Cr D West, Cr K Bell, Cr T Fowler, Cr P Howard, Cr P Epov

AGAINST VOTE - Nil

ABSENT, DID NOT VOTE – Cr K Smith, Cr P Sandilands, Cr D Smith

Cr D Smith returned to the meeting at 5.21pm.

Attachment 1 - MINUTES OF THE LOCAL TRAFFIC COMMITTEE HELD 6 JUNE 2022(1)

INFRASTRUCTURE & ENGINEERING SERVICES

ATTACHMENT 1

**MINUTES OF THE LOCAL TRAFFIC
COMMITTEE MEETING HELD
6 JUNE 2022**

ORDINARY MEETING

29 June 2022



Local Traffic Committee Meeting – Minutes

Thursday 2 June 2022

Yalawanyi Ganya (Council Administration Building)

2 Biripi Way, Taree

Manning Room – 10am



INTRODUCTION TO LOCAL TRAFFIC COMMITTEE

The Local Traffic Committee is primarily a technical review committee that is required as a function of the delegation of authority to Council from Transport for NSW (TfNSW). TfNSW is the legislated organisation responsible for the control of traffic on all roads in New South Wales. The delegation of functions under the Roads Act 1993 allows Council to manage traffic on Regional and Local Roads, through the use of prescribed traffic control devices, once the advice of NSW Police and TfNSW has been obtained.

The Local Traffic Committee (LTC) is not a committee within the meaning of the Local Government Act, 1993. The operating arrangements for the LTC are contained in "A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) – Version 1.3 - 2009", found at the following TfNSW web page: https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltcguidev13_i.pdf

FORMAL (VOTING) MEMBERS

Representative of **MidCoast Council**
Representative of **Transport for NSW (TfNSW)**
Representative of **NSW Police**
Member for Myall Lakes or their nominee
Member for Upper Hunter or their nominee
Member for Port Stephens or their nominee
Member for Port Macquarie or their nominee

QUORUM

While there is no need for a specific quorum to allow an LTC meeting to proceed, any advice can only be returned to the elected Council by the LTC if the views of TfNSW and the NSW Police have been obtained.

PROPOSED MEETING DATES FOR 2022

Thursday February 9th	Yalawanyi Ganya - Manning Room	11:00 AM
Thursday June 2nd	Yalawanyi Ganya - Manning Room	10:00 AM
Thursday August 4th	Yalawanyi Ganya - Manning Room	10:00 AM
Thursday October 6th	Yalawanyi Ganya - Manning Room	10:00 AM
Thursday December 1st	Yalawanyi Ganya - Manning Room	10:00 AM



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ITEM 1 – ACKNOWLEDGEMENT OF COUNTRY

"I acknowledge the traditional custodians of the land on which we meet today, the Gathang-speaking people and pay my respects to all Aboriginal and Torres Strait Islander people who now reside in the MidCoast Council area. I extend my respect to elders past and present, and to all future cultural-knowledge holders."

ITEM 2 – ATTENDANCE

Cr Troy Fowler
Kath Dunkley-Jones (NSW Police)
Richard Wheatley (MidCoast Council)
Jacob Harty (MidCoast Council)

Apologies

Mark Morrison (TfNSW)
Robert Whitney (Rep. for Member for Myall Lakes)

ITEM 3 – BUSINESS ARISING FROM PREVIOUS MINUTES

Nil

ITEM 4 – DISCLOSURES OF INTEREST

Nil

ITEM 5 – MAIN STREET, CUNDLETOWN – NO STOPPING ZONE

Report Author **Jacob Harty, Traffic Engineer**

Date of Meeting **2 June 2022**

SUMMARY OF REPORT

Investigations have been undertaken into a request to install a No Stopping Zone on Main Street, Cundletown, adjacent to Taree Airport.

SUMMARY OF RECOMMENDATION

It is recommended that a No Stopping Zone adjacent to the Taree Airport be installed on the north side of Main Street (approx. 175m in length) and the south side of Main Street (approx. 160m in length), Cundletown.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the installation of signage. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$900.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of proposed No Stopping Zone

BACKGROUND

The Airport Senior Reporting Officer has requested Council install a No Stopping zone along Main Street, Cundletown, on both sides of the road in front of Taree Airport. The signs are required due to issues they are having with trucks and trailers parking along the road, which is a safety issue, especially for planes approaching from the south. The issue was raised in the airport's annual technical inspection report.

DISCUSSION

This section of Main Street has no existing parking restrictions. The area is rarely used for vehicle parking and has no direct property frontage.

CONSULTATION

Council's Traffic Engineer has liaised with Council airport staff.

COMMUNITY IMPACTS

This will have minimal community impacts.

DISCUSSION IN BRIEF

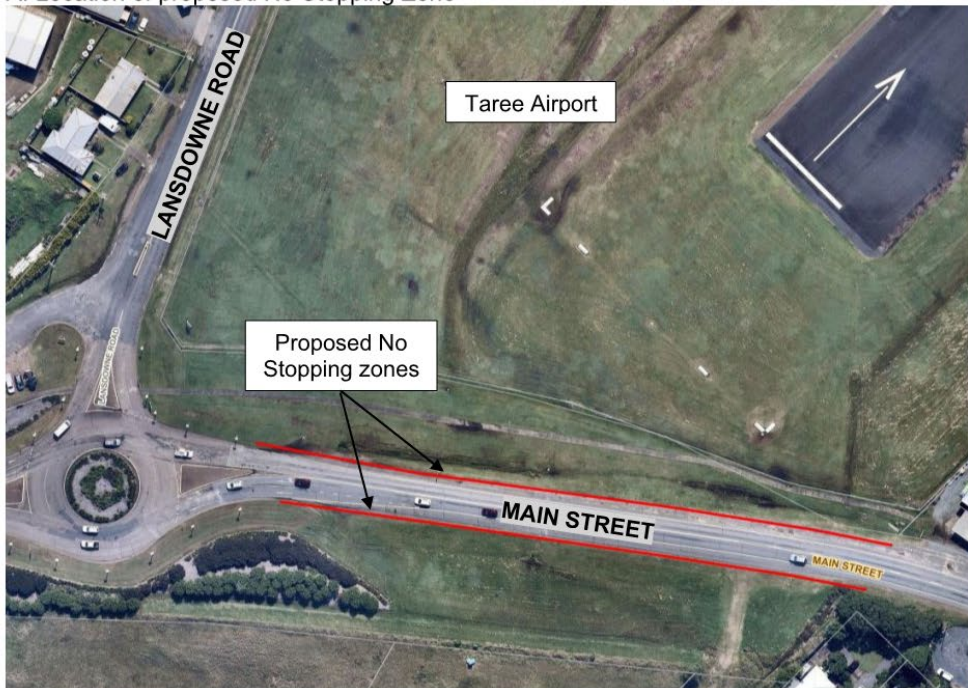
All Committee members support the recommendation. TfNSW and Local Member vote was received via email.

COMMITTEE RECOMMENDATION

It is recommended that a No Stopping Zone adjacent to the Taree Airport be installed on the north side of Main Street (approx. 175m in length) and the south side of Main Street (approx. 160m in length), Cundletown.

ANNEXURES

A: Location of proposed No Stopping Zone



ITEM 6 – BURRAWONG PLACE, FORSTER – NO PARKING ZONE

Report Author **Jacob Harty, Traffic Engineer**

Date of Meeting **2 June 2022**

SUMMARY OF REPORT

Investigations have been undertaken to adjust the No Parking zone at the eastern end of Burrawong Place, Forster.

SUMMARY OF RECOMMENDATION

It is recommended that the existing No Parking zone at the eastern end of Burrawong Place, Forster, be extended to a point 5m from the driveway at No. 6.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the works. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$200.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of proposed No Parking Zone

BACKGROUND

Council has received a request from a resident to adjust the existing No Parking zone at the eastern end of Burrawong Place, Forster. The reason for the request is due to vehicles being parked in a manner that restricts property access to 6 Burrawong Place, Forster.

DISCUSSION

Burrawong Place is a two-way, residential street, that provides pedestrian access to One Mile Beach. Four 90-degree parking spaces are allocated at the eastern end of the street, with a short No Parking zone adjacent to the driveway at No. 6 to allow access.

Access to No. 6 can be restricted when a vehicle is parked in the southern most 90-degree parking space while another car is parked alongside the kerb to the west of the driveway. Therefore, it is proposed to extend the No Parking zone along the frontage of No. 6 for a distance of 5m from the driveway, allowing a vehicle to manoeuvre in and out of the driveway.

CONSULTATION

Council's Traffic Engineer has liaised with the resident at No. 6 Burrawong Place.

COMMUNITY IMPACTS

This will have minimal community impacts.

DISCUSSION IN BRIEF

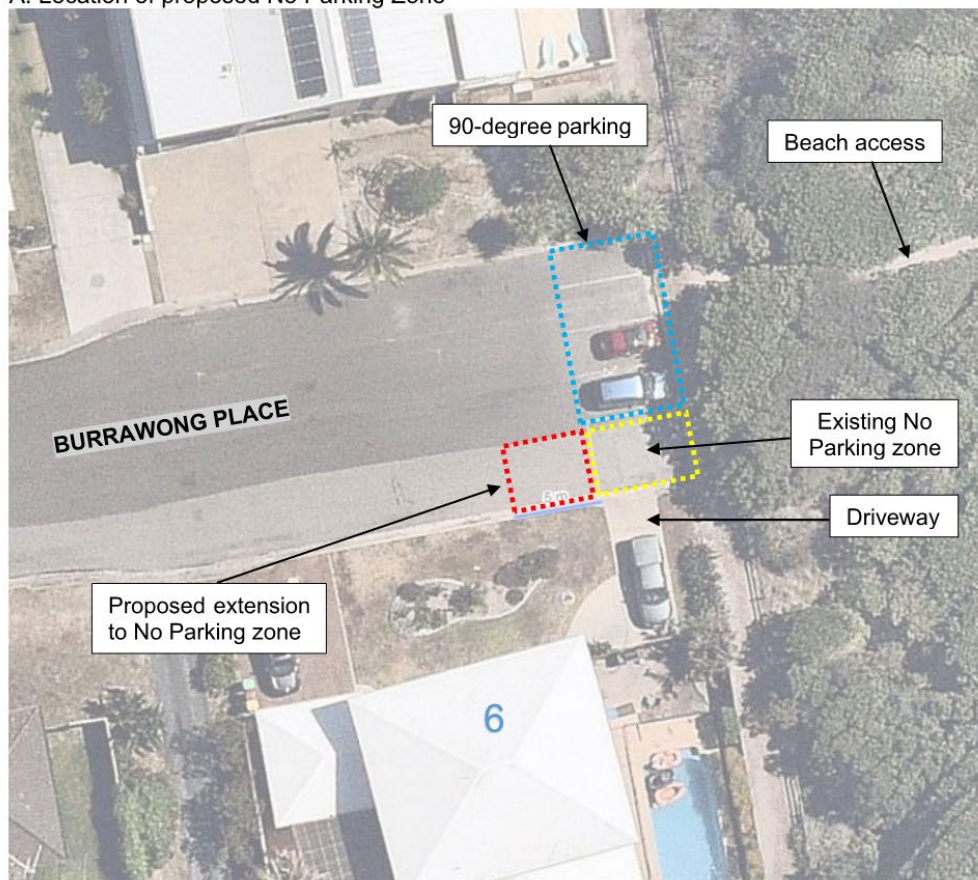
All Committee members support the recommendation. TfNSW and Local Member vote was received via email.

COMMITTEE RECOMMENDATION

It is recommended that the existing No Parking zone at the eastern end of Burrawong Place, Forster, be extended to a point 5m from the driveway at No. 6.

ANNEXURES

A: Location of proposed No Parking Zone



ITEM 7 – LANSDOWNE ROAD, LANSDOWNE – GIVE WAY OVER BRIDGE

Report Author **Jacob Harty, Traffic Engineer**

Date of Meeting **2 June 2022**

SUMMARY OF REPORT

Investigations have been undertaken to assign a priority approach on the one-lane bridge over the Lansdowne River on Lansdowne Road, Lansdowne.

SUMMARY OF RECOMMENDATION

It is recommended that Give Way and other associated signage (as per AS 1742.2 Figure 4.12) be installed on the northbound approach to the one-lane bridge over the Lansdowne River on Lansdowne Road, Lansdowne.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the works. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$1200.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of proposal
B: Figure 4.12 from AS 1742.2

BACKGROUND

Through Council's Community Conversation meeting in Lansdowne, Council received a request to install Give Way signage at the one-lane bridge over the Lansdowne River and implement a priority approach.

The Lansdowne River Bridge is 48m long and 5m wide, and is sign posted as a one-lane bridge. Signage on both approaches to the bridge advise motorists of the one-lane nature of the bridge and that no overtaking or passing is permitted, however no particular direction is instructed to give way.

DISCUSSION

Section 4.6.2.2 of Australian Standard 1742.2 outlines the requirements for one-lane bridges on two-way roads. The need to assign a particular direction as the priority movement "is not required unless traffic volumes are high or both points of entry to the bridge are not visible from each approach". "High traffic volumes" in this case are defined in the standard as in being in excess of 200 vehicles per day. Lansdowne Road has volumes well in excess of this therefore it is recommended that Give Way signage is installed as per Figure 4.12 from the standard.

Priority is usually given to the approach with the lesser sight distance, which in this case is the south-bound approach.

CONSULTATION

Community consultation was carried out the at Community Conversation event in Lansdowne on Tuesday 3 May

COMMUNITY IMPACTS

This will have minimal community impacts.

DISCUSSION IN BRIEF

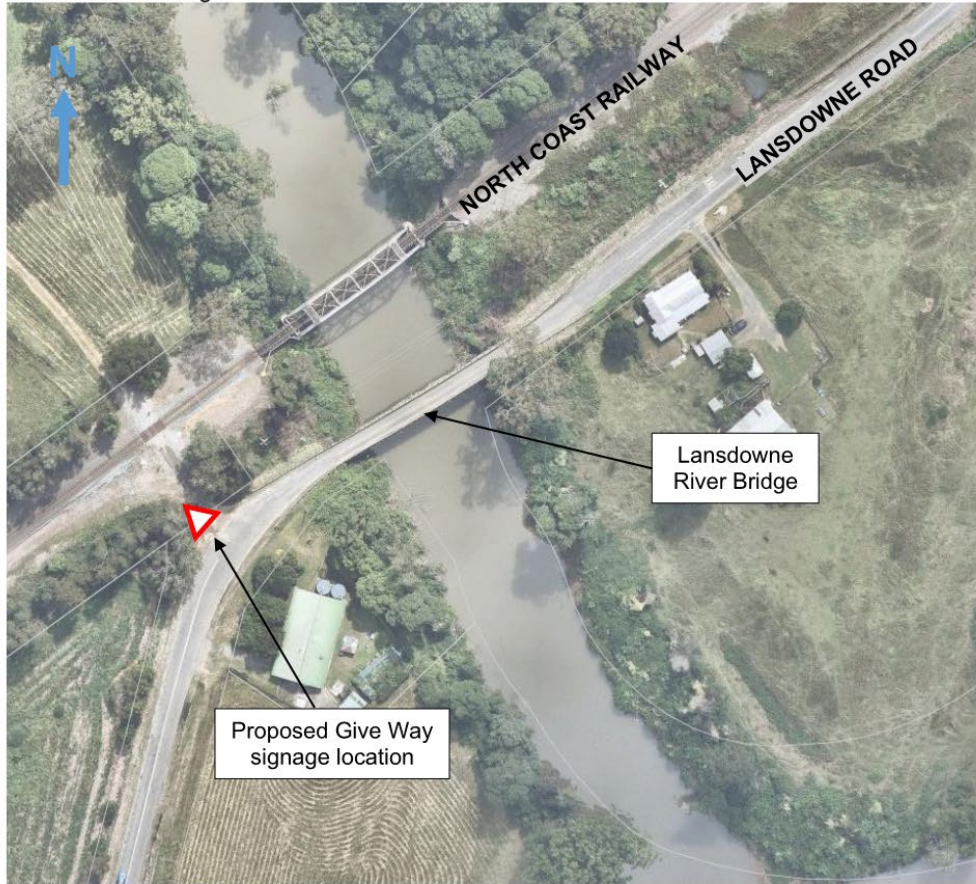
All Committee members support the recommendation. TfNSW and Local Member vote was received via email.

COMMITTEE RECOMMENDATION

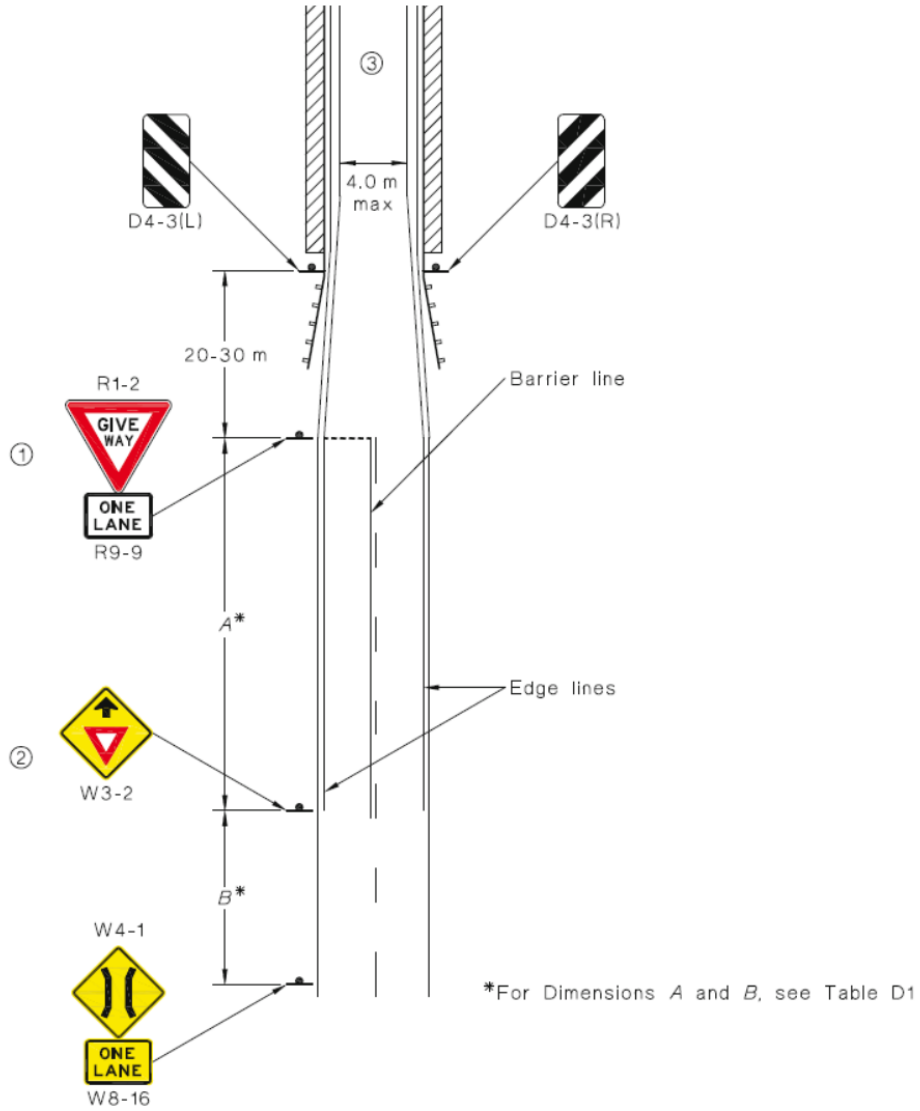
It is recommended that Give Way and other associated signage (as per AS 1742.2 Figure 4.12) be installed on the northbound approach to the one-lane bridge over the Lansdowne River on Lansdowne Road, Lansdowne

ANNEXURES

A: Location of bridge



B: Figure 4.12 from AS 1742.2



NOTES:

- 1 The approach on which this treatment is used should be selected in accordance with the priorities recommended in Clause 4.6.2.2 (a)(iii). The other approach is treated as shown in Figure 4.11.
- 2 Used only if sight distance to the R1-2 sign is less than the lower limit for Dimension A.
- 3 A one-lane bridge is one that meets the width limitations specified in Clause 4.6.2.2. The maximum width between edge lines is 4.0 m.

ITEM 8 – CHURCH STREET, GLOUCESTER – 5T LOAD LIMIT

Report Author **Jacob Harty, Traffic Engineer**

Date of Meeting **2 June 2022**

SUMMARY OF REPORT

Investigations have been undertaken into increasing the load limit on Church Street, Gloucester, from 3 tonne to 5 tonnes.

SUMMARY OF RECOMMENDATION

It is recommended that the existing 3 tonne load limit on Church Street, Gloucester, be increased to 5 tonnes.

FINANCIAL/RESOURCE IMPLICATIONS

Council will be responsible for the costs associated with the works. This work will be funded from the cost centres of Traffic Committee Items. The work has an estimated cost of \$1500.

LEGAL IMPLICATIONS

Nil.

ANNEXURES

A: Location of Church Street load limit

BACKGROUND

Church Street, Gloucester, has a load limit of 3 tonnes through the CBD, between Queen Street and Hume Street. There is a heavy vehicle detour around the CBD via Phillip Street, Boundary Street, Queen Street and Ravenshaw Street.

DISCUSSION

Council is seeking to increase the load limit along Church Street through the Gloucester CBD from 3 tonnes to 5 tonnes. The reason for the change is to make the limit more practical as many small trades vehicles and caravans exceed this limit, and the purpose of the load limit is to keep larger vehicles out of the CBD.

CONSULTATION

Council's Traffic Engineer has liaised with the Weight of Loads Inspectors and Council's Works Engineer from Gloucester

COMMUNITY IMPACTS

This will have minimal community impacts.

DISCUSSION IN BRIEF

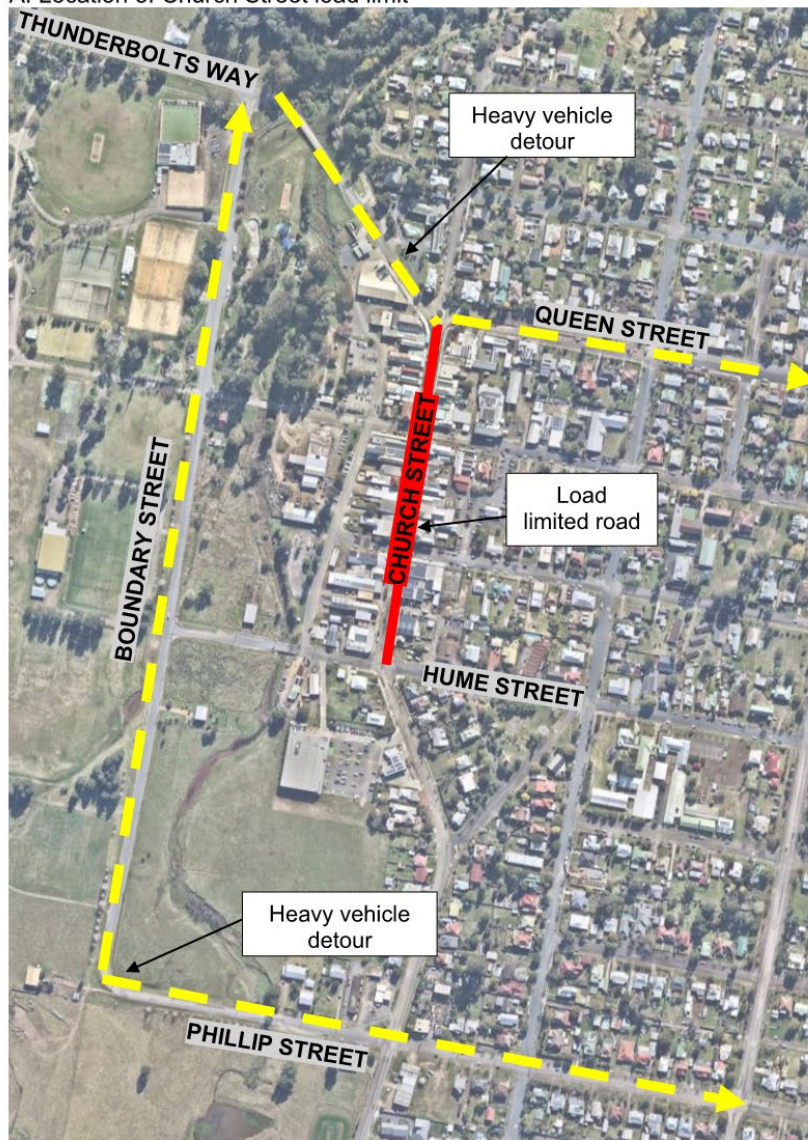
All Committee members support the recommendation. TfNSW vote was received via email.

COMMITTEE RECOMMENDATION

It is recommended that the existing 3 tonne load limit on Church Street, Gloucester, be increased to 5 tonnes.

ANNEXURES

A: Location of Church Street load limit



ITEM 7 – GENERAL BUSINESS

- i. Truck crashes at Nahiack

Kath Dunkley-Jones (NSW Police) raised the issue of a number of recent truck crashes on the Pacific Highway in the Nahiack area. TfNSW are the road authority for the Pacific Highway. Council staff will discuss with TfNSW.